

Today's
Advertisements.

PUBLIC AUCTION.
FIRST CLEARANCE SALE OF THE
HONGKONG TRADING CO.
GENTLEMEN'S OUTFITTING!!
THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
TOMORROW
(FRIDAY), the 5th June, 1896,
AND
SATURDAY, the 6th June,
Each Day commencing at 2.30 P.M.,
at the
HONGKONG TRADING CO.'S PREMISES,
A QUANTITY OF
GENTLEMEN'S OUTFITTING,
Comprising—
SHIRTS, COLLARS, UNDERVESTS and
DRAWERS, WALKING and TENNIS
SHOES, HOSIERY, HATS, SCARVES,
PERFUMERY,
&c., &c., &c.
The above will be put up in Suitable Lots
and will be on View from WEDNESDAY, the 3rd
June, until day of Sale. Catalogues issued prior
to Sale.
A SPLENDID CHANCE FOR AN
OUTFIT!
TERMS OF SALE—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 4th June, 1896. [907]

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S. S. "GLAMORGANSHIRE,"
FROM ANTWERP, LONDON AND
STRAITS.
CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 10th instant will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 10th
instant or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARROLL & Co.,
Agents.
Hongkong, 4th June, 1896. [893]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI, VIA SWATOW.
THE Steamship
"KAIFONG,"
Captain Dewar, will be despatched TO-
MORROW, the 5th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th June, 1896. [890]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TAIWANFOO.
THE Steamship
"KALGAN,"
Captain Dawson, will be despatched on
SATURDAY, the 6th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th June, 1896. [925]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.
THE Steamship
"HOIHOW,"
Captain Sales, will be despatched on SATUR-
DAY, the 6th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th June, 1896. [926]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
STEAM FOR
SINGAPORE, COLOMBO, PORT SAID,
MARSEILLES, LONDON AND ANTWERP.
THE Chartered Steamer
"AGAPANTHUS,"
will be despatched for the above Ports on the
6th instant.
For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 4th June, 1896. [922]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.
THE Steamship
"KWEIYANG,"
Captain Osterbridge, will be despatched on
TUESDAY, the 9th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th June, 1896. [914]

JAVA, CHINA, JAPAN LINE OF
STEAMERS.
UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.
PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOI, HONGKONG, SINGAPORE,
JAVA.
FROM HONGKONG:
S.S. Germania... To JAVA... June
S.S. Federation... To JAVA... July
S.S. Carthage... To JAVA... August
S.S. Cassius... To JAPAN... June
S.S. Germania... To JAPAN... July
S.S. Federation... To JAPAN... August
General Agents for China & Japan,
LAUTS, WEGENER & Co.
Hongkong, 4th June, 1896. [182]

Today's
Advertisements.

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.
FOR SINGAPORE AND LONDON.
THE Company's Steamship
"HYSON,"
J. S. Hogg, Commander, will be despatched as
above on WEDNESDAY, the 17th instant, at 3
P.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 4th June, 1896. [901]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
PEKANIN GULF, CONTINENTAL AND
AMERICAN PORTS.
THE Steamship
"ROSETTA,"
Captain G. K. Wright, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on THURSDAY, the 18th
June, at Noon, taking Passengers and Cargo
for the above Ports. This steamer connects at
Bombay with the S.S. *Thames*, leaving that
port on the 10th July for London direct.
Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents
and Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.
For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 4th June, 1896. [437]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
(Taking Cargo at through rates to COPENHAGEN,
STOCKHOLM, NORKKOPING, GAVLE,
DANTEIC and KONGSBORG, with transshipment
in HAMBURG.)
THE Company's Steamship
"PECTAN,"
Captain Hocken, will be despatched as above
on THURSDAY, the 18th instant, at Noon.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 4th June, 1896. [923]

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.
FOR SINGAPORE, LONDON AND
LIVERPOOL.
THE Company's Steamship
"MOYUNE,"
C. H. Kemp, Commander, will be despatched as
above on WEDNESDAY, the 24th instant, at 3
P.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 4th June, 1896. [924]

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 4th June, 1896. [427]

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.
WINE
AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best goods at MODERATE PRICES.

Intimations.

PRICE LISTS.
with Full Details, to be had on Application.
PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintage. All are
true Xeres Wines.

CLARET.—Our Clarets, including the lowest
priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currents
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure Cognac, the difference in price being
merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorised Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY
Hongkong, 10th January, 1896. [6]

BIRTH.
On the 22nd ult. at No. 90, Concession, Kobe,
the wife of GEO. H. WHYMRE, of a daughter.

The Hongkong Telegraph
HONGKONG, THURSDAY, JUNE 4, 1896.

TELEGRAMS.
REUTER'S MESSAGES.

THE DISTURBANCE IN CRETE.
LONDON, June 2nd.
Thirty-five battalions of Turkish regulars have
been ordered to Crete. Many of the insurgents
have retreated to the mountains and proclaimed
the union of Crete with Greece.

SOUTH AFRICA.
Mr. Cecil Rhodes has arrived at Bulawayo.

(From Japanese Papers.)
JAPAN AND KOREA.
SEOUL, May 17th.
It was not until to-day that Mr. Komura, the
Japanese Minister, presented his credentials to
the King. His Majesty went to Myeong-ri
Palace for the special purpose of receiving them,
but immediately after the ceremony the King
returned to the Russian Legation.

EPIDEMIC AT KOBE.
TOKYO, May 18th.
Dr. Kitashima has furnished a report to the
Home Office concerning the prevalence of recur-
rent fever at Kobe and Kagawa. The doctor
states that the fever prevails very extensively in
the western districts of Kobe, in almost every
house. The people are very poor, and it would,
therefore, be a big undertaking to distribute
medicine to all gratis. There are 124 patients
in the Infectious Diseases Hospital from this
district. The fever prevails very generally also
in Kagawa prefecture, but the people had
imagined it to be typhoid or influenza.

THE NEW NAVY.
TOKYO, May 18th.
A party of naval constructors left Yokohama
by the French mail steamer this morning to visit
the dockyards in England, France, and Germany,
where the new warships for Japan are to be
built.

RUSSIA AT CHEFOO.
TOKYO, May 18th.
Mr. Kato, the Japanese Minister in London, is
stated to have reported that the British Govern-
ment through Sir Claude Macdonald, the Minister
at Peking, are representing to the Chinese
Government that England should have the same
privileges as Russia in Chefoo and that nothing
should be done to the detriment of English
interests already acquired at that port.
Baron Hayashi is stated to have made a
similar report as to England's attitude.

THE PLAGUE AT ANPING.
TOKYO, May 20th.
The plague at Anping has been entirely
stamped out.

RESIGNATION OF BARON KODAMA.
TOKYO, May 20th.
Baron Kodama, the Vice-Minister of the
Army Department, has tendered his resignation,
and the same has been accepted.

(From the *Stam Observer*.)
FRANCE AND RUSSIA.
LONDON, May 24th.

In connection with the festivities at Paris in
honour of the Tsar's coronation the French
Government has decorated the Minister for War,
granted a day's leave to the troops, and remitted
the sentences on offenders.

FRANCE AND GERMANY.
LONDON, May 25th.
M. Herbet, the French Ambassador to
Berlin, who has long been the subject of attack
by the German papers, including especially the

official organ of the Foreign Office, the *Cologne
Gazette*, has been recalled. M. Demoulin has
been appointed his successor.

TURK V. CHRISTIAN.
LONDON, May 25th.
Fighting is taking place in the streets of
Canea between Turks and Christians, and a
French cruiser has been despatched thither to
protect the foreign residents.

LOCAL AND GENERAL.

MR. G. W. WARR is reported by the *Bangkok
Times* to be shortly coming out East again.

THERE were eight cases of plague to-day—two
in the city, one in the harbour and five in
Kowloon.

THE *Osaka Asahi* states that Messrs. Manaka,
Ono, and Yokoyama, of Tokio, are seeking to
secure a monopoly of the camphor trade in
Formosa.

THE Punjoo Co.'s mill ran 26 days during last
month crushing 1,000 tons yielding 442 ounces
of smelted gold, while during May 42 tons of
concentrates were calcined, yielding 75 ounces
of gold.

THE five men charged with armed robbery at
Cross Street, Wanchai, last month which
resulted in the murder of a district watch-
man, were this morning discharged by
Captain Hastings at the Police Court for want
of evidence to convict. They are to be deported.

CAPTAIN MORRIS, of the *Chow Tai*, has had a
good deal of trouble with the Bangkok Opium
Farmer's myrmidons. He or they or the opium
something or other was "courted" over it and
the whole "show" made good "copy" for the
Bangkok paper. The *Bangkok Times* was
especially grateful for this and so gave the
cavalier skipper a send-off para, on the 25th
ultimo, thus:—
Captain Morris, we hear, will buy a dog-whip
in Hongkong!

THE manufacture and sale of patent medicines
is connected with considerable difficulties in
Germany. Many such articles whose sale is
unrestricted in other countries are prohibited
as dangerous by order of the Public Health
Office. If an advertisement claims virtues for
a patent medicine which it does not possess,
both advertiser and editor are liable to punish-
ment by imprisonment, as the editor of the
Wiesbaden *Tageblatt* found to his cost a short
time ago. Many papers reject patent medicine
advertisements as beneath their dignity; others
furnish a description of their composition in
answer to questions from subscribers.

News, says a Kobe paper, from the Luchu
Islands states that some of "the obstinate
Sakoku" (apparently pro-Chinese in their
sympathies) have addressed a strong protest
to the ex-Island lord and his family, who
are about to visit Tokio. It appears that an
oracle has spoken unto the people declar-
ing that on the 6th day of the 6th month in the
old calendar, (China, in alliance with Russia,
will come to the help of the Luchuan, and it
would be grievously disappointing to China if
she found the ex-Island lord to be in Japan
at the time!—Is Queen Anne really dead?
Where is Noah's Ark? What's the latest?
the long-promised Deluge?

A DAY or two prior to the departure from Lon-
don of the English mail which arrived here last
Saturday, Lord Charles Beresford delivered an
address at the Cannon Street Hotel on "The
Past Work of the Navy League, and its Future
Usefulness." He said he thought a great deal
of the late organization and of the late increase
to the fleet, and certainly almost all of the public
opinion that had been recently brought forward
with respect to the fleet through the Press, had
been mainly in consequence of the efforts of the
Navy League. The navy, from circumstances
which could not be helped, from facts incidental
to the profession, laboured under a great many
disadvantages, some of which could never be
got over. Some of them, however, could be
removed. He wished it to be understood that
he did not blame authority in any way for what
had become the custom of the service. One
disadvantage which the service laboured under
was that officers and men were almost debarred,
from the circumstances of the case, from ever
getting a Victoria Cross. Out of the 170 Victoria
Crosses 16 were in the navy, but out of that 16
only two had been conferred for any work done
on board a ship. He would like to see it the
ambition of all boys in the country to join the
British navy, whereas very few of them now
knew anything about it. He regretted also to
see old naval names, such as Boswell, Bembow,
and St. Vincent, in the army. He would like
to see more families of independent means send-
ing their sons into the navy. He regretted that
there were not more men of independent means
in the service than there were.

MEMORANDA.

TO-MORROW, 5th June.
Daylight.—Bramar leaves for Victoria, B.C.,
and Tacoma, via usual ports of call.
2.30 p.m.—Auction of gentlemen's outfitting, &c.,
at the Hongkong Trading Co.'s premises,
by Mr. G. P. Lammert.

SATURDAY, 6th June.
The Transfer Books of the Hongkong Electric
Co., Ltd., close from this date to the 20th
inst., inclusive.
Noon.—Auction of propeller and shafts, belong-
ing to the steamship *Aceto*, by Mr. G. P.
Lammert, at the Dock, Kowloon.
4.30 p.m.—Gymkhana meeting at the Race-
course.
5.30 p.m.—By kind permission of Major Retzlaff
and Officers, the Band of the Hongkong
Regiment will play in the Public Gardens.

SUNDAY, 7th June.
Daylight.—City of Peking leaves for San
Francisco, via usual ports of call.

THE Hon. Treasurer of the Alice Memorial
and Nethercole Hospitals begs to acknowledge
with thanks, the following donations to the
funds of the Hospitals:—
E. V. Brennan \$10
J. W. Osborne 10
Geo. McBain 5

OUR evening contemporary's "Extra" issued at
1.40 p.m. to-day contains a positive statement of
the result of the Derby, which it asserts was won
by *Peristemon*, with *St. Frusgula* second and
Barwick third. Reuter's messages reporting the
result of this greatest of horse-races on the
British turf will be duly published in our
midday "Extra" to-morrow. We regret that a
local Ordinance prevents our publishing it
earlier.

RE THE VOLUNTEERS.—From its very earliest
days it has almost invariably been the fate of
our Volunteer force to be either landed with
falsely exaggerated or depreciated to a wholly
unwarrantable degree. In fact, if exaggerated
flattery and excessive petting, or unmerited
blame and unjust ridicule could have killed
the patriotic spirit to which we owe the inception
and the continued advancement of our Volun-
teers in efficiency, the force would long ago have
ceased to exist. Very few of its critics, in fact,
seem able to arrive at a correct appreciation
of its military fitness. Most of them, says the
United Service Gazette, either judge the Volun-
teers strictly as they would regulars, or fall into
the opposite mistake of treating them as if there
were not the remotest possibility of their services
ever being actually required, and as if, therefore,
their state of efficiency and organization were of
very little real consequence. Now, it is evident
that, were the latter view the correct one, the
Government grant to the force could hardly be
justified; while, on the other hand, it cannot,
according to our London contemporary, be
reasonably expected that a man who takes up a
certain amount of soldiering in addition to his
ordinary civil avocations will be able to satis-
factorily stand a strict comparison with the pro-
fessional soldier.

As at one time Commander-in-Chief in the China
Sear, Admiral the Honourable Sir Edmund R.
Fremantle, K.C.B., was able, in presiding
over the Missions to Seamen annual meeting
in St. James's Hall, London, on 29th ult.,
to describe as an eye-witness what that society
was doing for sailors in the Far East—at
Hongkong, Shanghai, and Japan, where it has
chaplains and readers, with steam-launches to
board the ships, as well as Seamen's Churches
and Institutes ashore, to welcome the crews
when they land. During the past year The
Missions to Seamen had extended its beneficent
operations to Japan, South Australia, and
New South Wales, as well as at Dunkirk and
Antwerp; and it now occupies seventeen sea-
ports abroad, besides fifty-one ports at home,
with chaplains and readers, provided with
Mission-vests and boats, and with Seamen's
Institutes to care for seagoing men and fish-
ermen of many nationalities, strangers or not. It was
clergymen and laymen in the thick of the work
who told the meeting in St. James's Hall of what
is being done for and by seagoing men under the
flag of The Missions to Seamen. Rev. A. G.
Goldsmith, M.A., whose name has long been a
household word amongst sailors, gave some of
his ten years' experiences as Seamen's chaplain
at Hongkong. The greatest seaport in the world
was represented by the Rev. W. Bryant Salmon,
M.A., the senior chaplain for the Port of London,
who, with an efficient staff, had the advantage at
Polar of the finest of The Missions to Seamen
Institutes, and at London Docks of a good second
Seamen's Institute.

CHINESE PLAGUE HOSPITAL
AT LAICHIKOK.

Last week Mr. McCallum, the Secretary of the
Sanitary Board, received information that the
Chinese had established a plague hospital under
their own auspices and in charge of three
Chinese "doctors" at Laichikok, on Chi-
nese territory, a little beyond the borders of
the colony. In this hospital, which consists
of three large mat-sheds, these Chinese
quacks are treating not only those Chinese
who may apply for aid while suffering
from plague, but patients suffering from other
diseases. It has been established there for three
weeks or a month, and during that time, as
far as can be learned, more than 100 deaths
have occurred, the number during last week
averaging four per day. The place was
reported by Chinese to Mr. McCallum, who
sent an agent to make enquiries. He
was received with every courtesy last Sunday,
and shown over the establishment. Thirty-
three patients were then in the hospital,
of whom twenty were suffering from plague,
others having fever or dysentery. So far no
European report has been received, but the
Chinese seem to think that the place is away
from habitations and well ventilated, it is a model
Chinese hospital. The people in charge say they
only accept patients from Chinese territory, but
there is reason to believe that many go there
from British Kowloon, and even from here, the
place being a welcome refuge to those Chinese
who are sick and who dread being treated by
foreign doctors. It is, of course, impossible to find
out the percentage of deaths that occur, but there
can be no doubt that the institution fills a want
among the Chinese residents here who show such
an unaccountable and foolish reluctance to being
treated by foreign methods. If the existence of
such a place near the borders of the colony forms
a menace to the health of the residents here, the
only possible way to have it removed will be by
means of correspondence with the Chinese
authorities at Canton, but after the way the pre-
judices of the Chinese have been pandored to in
the past by the Government, it will be by no
means surprising should the Canton officials
attempt to justify its existence and refuse to
order its removal.

AMOI NOTES.
(FROM OUR OWN CORRESPONDENT.)
THE PLAGUE.

AMOI, June 2nd.
The plague is now fairly raging here and there
are upwards of thirty deaths daily. I hear that
the disease is prevalent in the undermentioned
places:—
Haoiatso 後路頭
Semaiplokkoh 三十六崎
Schoel 城內
Oongkie 五崎
Laikey 泥崎

In this connection it may interest your readers
to know that an *express* was issued here to-day
which reads thus:—
The undersigned has received a communi-
cation from Singapore that Amoy has been
declared an infected port on account of the
bubonic plague. Vessels leaving this port with
passengers will be subject to nine days' quaran-
tine, to commence from the time of their depar-
ture from Amoy.
CHRS. T. GARDNER,
H.B.M. Consul.

A SHIPPING DISASTER.
While on her way out of this port bound for
the Straits, last Friday, the steamship *Chiang
Hoh Kian* ran on a rock, a short distance below
the British Consulate, and about twenty of her
Chinese passengers, including some women,
were drowned while being landed in boats.
This morning several of the corpses were float-
ing about the harbour.

QUARANTINE AT FORMOSA PORTS.
I understand that vessels proceeding hence to
Formosa will be subjected to somewhat lengthy
quarantine owing to the prevalence of bubonic
plague here.

THE GAMBLING SCANDAL.
On the 20th ultimo our ubiquitous Taoist
conducted a raid on a gambling "cell" situated
close to Messrs. Brown & Co.'s long and
succeeded in "bagging" several well-to-do
Chinese merchants and a European Customs
officer who were indulging in a little "flicker"
at *San-tan*. The whole of them were dragged
off to the Taoist's Yamen and locked up in
fifty cells. The Chinese merchants thus
pounced upon are the managers of the Yat Lai
Hong and they were of course badly pretty free.
It is reported that they had to disgorge \$10,000
before they were allowed to return to their respec-
tive residences. The hapless European was, I
hear, released after Mr. Kien had intervened
in his behalf. It is rumored that the Taoist
was threatened that if he did not release the
European in question a rescue party (of blue-
jackets) would be landed from a British man-of-
war that happened to be in port at the time and
would proceed to the Yamen to liberate their coun-
tryman. I doubt this, though, for the man being
an employee of the Chinese Customs the influence
of the Commissioner would have been sufficient
to procure his release had it been necessary to
appeal to him for the favour of his good offices
in the premises. Presumably the whole affair
has been reported to Sir Robert Hart and still
has not been heard of it cannot be said that we
have heard the last of this sensational affair.

COMMERCIAL AFFAIRS.
Lots of business going on. Tea rolling in
from the "Beaucliff" has just arrived at the
Docks and is being carried to the Channel, while
quite a lively trade is going on between here
and the Straits in what passage brokers are
pleased to term free emigrants. What jolly
social purity cranks the British Government of
the day must have been to drive this flourishing
coolie trade away from Hongkong. It means
hundreds of thousands of dollars annually to
those engaged in the trade here and at Swatow.
What with your anti-gambling laws, strict
passenger regulations, periodical dockings and
surveys of passenger steamers, the repeal of the
C. D. Act, and multitudinous sanitary bye-laws,
won't Hongkong people seem to be doing wonders.
I say "wonders" advisedly, for, notwithstanding
the costly system of government you have to
tolerate and support, and the losses incurred in
respect of the ravages of the plague and the
quarantining of vessels trading out of your
port, yet you keep your head above water in a
manner that is truly surprising. The only wonder
is that your colony has not long ago been
buried under a gold loan and a couple of
millions sterling at least. Why don't you
"hook up" and go in for another petition to the
House of Commons and get Dr. Canille, who
I hear is now in practice in London, to back it up
in the Press and on the platform of public halls
in the chief cities of the United Kingdom?
"What's worth having is worth asking for," and
if you don't keep asking John Bull for what you
want until he's sick of the whole business he will
never be so tired of your complaints as to look
into the matter thoroughly and redress your
long-standing grievances. Campaign with the
anoyances and heavy taxation to which you
and your people in Hongkong are subjected,
the British merchants in the outposts of China
may well consider their lot—despite the discom-
forts of bad drainage, Customs levies, etc., etc.—
a very happy one.

EMBEZZLEMENT.

The hearing of the charge of embezzlement
made against Mr. F. Walker, late manager of the
Vacuum Oil Company, was resumed this
afternoon.
Mr. K. W. Mooney appeared for the prose-
cution, and Mr. W. Looker for the defendant.
Mr. Looker opened his argument for the de-
fence. He stated that his object in asking for the
matter to be dealt with summarily was in order
to put the defendant out of suspense. He then
pointed out that he could not call any evidence
in support of his client, on account of expense.
He quoted cases to prove the fact of the de-
fendant's want of money, and that he was not
embezzling. He submitted that there was no fraud-
ulent embezzlement proved by the prosecution. He
then quoted cases to prove that secrecy
was a part of the charge. On the contrary, he
doubted that, as soon as he found he
was short, admitted the default, when he might
easily have cooked his accounts and, before
discovery, have been far away. He held that
intent to steal must be shown before the charge
of felony could hold. He submitted that the
defendant was careless and had not remitted
certain moneys. That he held, was not em-
bezzlement. He was not allowed to keep books.
From the fact of complaints of the irregular
method of remitting having come from Bombay
should have caused the company to order an
audit of the books when the manager passed
through. Further, he held that he was
short he would not have telegraphed for the
management, to be turned over to Mr. Boten-
heim. His action in making up the accounts
and stating his shortage at once showed that
there was no fraudulent intention.
In conclusion he submitted that, from the
cases cited, fraudulent intention was necessary
to substantiate the charge, and nothing of this
kind had been proved. If the Court were against
him he would make an eloquent appeal for
leniency.

Mr. Mounsey briefly closed for the prosecution, after which his Worship, saying he had no hesitation in finding the accused guilty, and taking into consideration the assistance rendered by the defendant, still thought he could do no less than impose the maximum penalty allowed to the inferior court, and so sentenced the prisoner to six months' imprisonment with hard labour.

SECOND GYMKHANA MEETING.

The following is the programme for the Gymkhana to be held on Saturday, the 6th instant:

1.—4.30 p.m. FIVE FURLONG RACE.—First prize a cup presented by Hart Buck, Esq., with £20 added, and £30; weight for hicks, with 2 lbs. added. Polo ponies and Subscription gifts of the season 1895-96 allowed 5 lbs. Winners of 1896 penalized for one win 5 lbs., two 10 lbs., three or more 14 lbs. Entrance, £3.
Dr. Noble's g. Grey Leg, 1st 6th
Mr. Whitehead's ch. Kingscote, 1st 4th
Captain Radcliffe's br. Borderer, 1st 3th
Captain Burrey's g. Baccarat, 1st 1st
Mr. Gresson's g. Vagabond, 1st 3th
Mr. John Peel's d. The Laird, 1st 1st
Captain Palmer's ch. Times, 1st 6th
Mr. George's br. Howlet, 1st 6th
Mr. Mackay's g. Husk, 1st 6th

2.—4.50 p.m. HURDLE "JACK HANDICAP."—One mile. First prize a cup, presented, with half the entrance fee; 2nd, £20; 3rd, 10 shillings. Entrance, £1; but if left after a p.m. 1st June £3 extra.

Mr. Hart Buck's ch. Volleger, 1st 8th
Mr. Holland's g. Vagour, 1st 8th
Captain Loveband's g. Artexerxes, 1st 10th
Mr. Lewis's d. Blue Green, 1st 3th

3.—5.10 p.m. LADIES' NOMINATION.—Nominees to start on foot 50 yards from the winning post, run to their nominators, who will hand each man his coat which he turns inside out, puts on and buttons, runs back to his pony, which is held 100 yards from the winning post, mounts "bare back" and rides home. First past the post with coat fully buttoned to win. Six competitors, two prizes: nine, three prizes; twelve, four prizes. Entrance £2. Entries will be taken on the course.

Mr. Berger, nom. by Mrs. Hawkins.
Mr. Gresson, nom. by Mrs. Dalrymple.
Mr. Thompson, nom. by Mrs. Danby.
Mr. Holland, nom. by Mrs. Irene Johnston.
Mr. Grayson, nom. by Mrs. Eccles.

4.—5.30 p.m. LEWIS CUTTING.—Number of runs to be decided by the Committee according to length of time available. Three points for each fall cut. Two points may be deducted or added for style and pace. First prize 70 per cent. of entrance fees with £10 added; 2nd, 50 per cent. of entrance fees. Entrance £3.
Mr. Grayson.
Capt. Bayne.
Capt. Welman.
Capt. Palmer.

5.—6.00 p.m. ONCE ROUND HANDICAP.—First prize £50; second £20. Entrance £1, but if left after a p.m. 1st June £3 extra.

Mr. John Peel's br. The Laird, 1st 10th
Lieut. Col. The O'Gorman's d. Morrison, 1st 10th
Mr. Master's b. Red Fib, 1st 4th
Dr. Noble's g. Grey Leg, 1st 1st
Capt. Palmer's ch. Times, 1st 6th
Mr. Gresson's g. Vagabond, 1st 3th
Mr. Graham's ch. Dunmore, 1st 10th
Mr. Holland's g. Vagour, 1st 10th
Capt. Radcliffe's br. Borderer, 1st 3th
Capt. Loveband's g. Artexerxes, 1st 10th
Mr. George's Howlet, 1st 6th

OFFENSIVE INTERFERENCE WITH BRITISH STEAMERS AT BANGKOK.

A GREAT HANDSHP TO BRITISH SHIPMASTERS AND OFFICERS.

The interference with British steamers trading to Bangkok by the *aid* of the Opium Farmer, of which so much has lately been heard, is dealt with editorially by the *Stam Free Press* of the 19th ultimo in the following sensible manner:

The complaint heard yesterday from Captain Morris, of the *Chowlat*, during the hearing of a case of assault brought by the Opium Farmer against one of his quartermasters, is an ever-recurring grievance of masters of steamers trading to this port. Impudent, filthy, and indecent coolies are apparently allowed to take command of a steamer as soon as she arrives in port, and to profane the most sacred privacy of cabins in search of smuggled opium. In British vessels there appears to be no remedy against the nuisance, nor does there seem to be the least intention of mitigating the evil on the part of the Opium Farmer. He has been warned on every single occasion that such a case has been heard in the British Consular Court, and still the same complaint is cropping up and the same nuisance driving officers of steamers to exasperated retaliation on the filthy horde employed by the Opium Farmer. It is disgraceful that such things should be allowed, and it is somewhat surprising that Her Britannic Majesty's Consul does not sternly put his foot down against the abuse so bitterly complained of. It may be well to point out that the Opium Farmer does not enjoy the privilege of searching British vessels by any article of the Treaty between Great Britain and Siam, and that the respectable herd of filthy half-bred coolies, who are now allowed to poke their dirty persons into the most private recesses on board ship, are granted this privilege, the Opium Farmer has to thank the local British authorities for a favour and not to imagine he exercises a right. And why this favour should be continued in face of the present abuse and the repeated warnings of the Consular Court, we are at a loss to understand. In the case of German vessels there is no such nuisance tolerated by the German Minister-Resident, who is to be congratulated for his firmness in this respect. He has repeatedly laid it down that opium searchers have no right by Treaty to board German vessels, and in cases where the German masters have cleared their decks of such rabble they have been declared to be within their right. It is, as the German Consul properly points out, a privilege granted to the Opium Farmer, which may be withdrawn immediately if it is abused. And owing to this sensible action it is rarely we hear of bitter complaints from German masters on this subject. They allow the Opium Farmer's coolies to search their ships at reasonable hours, and with due regard for those decency which are flagrantly set aside on board British vessels. Under these circumstances the Opium Farmer is not so much of a nuisance and his impertinences are damped by the knowledge that he is only tolerated and subject to short and sharp removal. We find the same practice on board of foreign vessels of other nationalities, and that the British master alone is subjected to annoyance, inconvenience, and insult by ignorant coolies. We are afraid that Her Britannic Majesty's Consul takes a far too lenient view of this source of inconvenience to British masters of vessels trading to this port, and that his desire to assist in the suppression of opium smuggling is apt to prevent his realizing the hardship the present system of opium searching inflicts upon captains and officers on board British ships.

The *Bangkok Times* of the 25th May contains the following allusion to this matter:

"Last week, when a quarter-master of the *Chowlat* was fined by Mr. French for assaulting one of the Opium Guards, we refrained from any expression of opinion, as the points at issue were obvious enough for even the meanest intelligence. The facts clearly indicated that at least a technical assault had been committed, and Mr. French had no alternative but to inflict a fine—but in view of the provocation he gave the plaintiff seems to have deserved all he got, and the quarter-master to have been somewhat unfortunate in having the costs piled up to such an extent. The conduct of the men employed by the Opium Farmer has for long been so notorious that it is surprising they are not more often roughly handled. To the unfortunates it is surprising that anyone should have been found to defend the conduct of these ragamuffins."

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

INTERESTING TO TAXPAYERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—As soon as I had read, marked, learned, and inwardly digested the interesting letter published in your last issue over the signature "Taxpayer," explaining in very lucid terms the serious grievances of many ratepayers whose houses have recently been either wholly or partly closed by the officers of the Sanitary Board, I resolved to look up the law bearing on rates and taxes. Accordingly at six o'clock this morning I wound a wet towel round my weary head and proceeding to my library prepared for a tussle with dozens of volumes of law books and *Government Gazettes*. After a tremendous hunt through their instructive pages I came upon *The Rating Ordinance, 1888*, and on reading section 5 (valuable value) I thought I had "struck oil" for the ratepayers who complain of having to pay full rates and taxes on property which has, by the action of Government, been rendered almost valueless to them. The passage reads:—

"The rent at which any tenement might reasonably be expected to let, at the time of the valuation, from year to year, if the tenant undertook to pay all usual tenant's rates and taxes, and if the landlord undertook to pay the Crown rent and the costs of repairs and insurance, with any other expenses necessary to maintain the tenement in a state to command the value of any marketable property in the tenement. In the case of buildings let to more than one occupier, there may be deducted from the total annual rent of the whole tenement, estimated as aforesaid, a sum not exceeding 20 per cent. of the whole as an allowance for such portions of such buildings as may reasonably be expected to be unlet from time to time during the ensuing year, and the remainder shall be the rateable value."

This seemed hopeful enough, but when I got to section 7 reading:—"A tenement shall be considered unoccupied when it is put to no beneficial use, and, in the case of a building, when it is *not used for habitation*, except by a caretaker," I felt that there was no hope for it and that I was either too dense to comprehend what I read or had better pay £35 to some solicitor to interpret the meaning of the whole Ordinance and all that therein is. However, on second thoughts I concluded to save my dollars (if possible) and so waded on in search of comfort, ultimately finding it provided in section 27 that—"Any person aggrieved by any interim valuation, on the ground that the tenement assessed is not rateable under this Ordinance, or that it is valued beyond its rateable value, may appeal to the Supreme Court in its summary jurisdiction, whereupon sections 15 to 21 inclusive shall apply in relation to such appeal." Worse than ever! As if a poor taxpayer, hardly able to earn enough to keep body and soul together, could go to the expense of legal proceedings in the Supreme Court! The very thought of it was enough to cause a cold sweat to pour from my brow and saturate my only towel, thus keeping my head fairly cool, while I again struggled on in search of the truth, the whole truth, and nothing but the truth. Soon I struck a snag and got hopelessly mired up in a mass of verbiage which I quote in the hope that some good Samaritan may see his way to favour me with a plain English version of it. I refer to sections 32, 33, and 34, which read thus:—

32. The owners and occupiers of all tenements shall be liable to the Crown for payment of rates assessed thereon, but the same shall be deemed an occupied rate, and, as between the owner and occupier of any tenement, shall, in absence of any agreement to the contrary, be borne by the occupier and the amount thereof, if paid by the owner, may be recovered by him from the occupier in an action for money paid to his use, or, if he is still in occupation of the tenement, by distress in the same manner as for rent, and the provisions of this section shall equally apply to the recovery of rates paid by one owner on account of another under subsection 2 of section 4.

33. If any person fail to pay any rates for which he is liable, within one month after the day notified in the *Gazette* as the day for payment, the Treasurer may recover the same by suit in the summary jurisdiction of the Supreme Court, together with interest at the rate of eight per cent. per annum until the day of payment.

34. Refunds of rates may be made subject to the following rules:—
(1) Whenever any tenement, not being a tenement in the Hill District, is unoccupied during one or more entire months of any quarter in respect of which the rates upon such tenement were paid in advance, the Treasurer shall refund the rates for such months.

(2) When any tenement in the Hill District shall be continuously unoccupied during any six consecutive months from April to November inclusive, the owner shall be entitled to a refund of the rates paid during such period on account of such tenement, and for each succeeding month during which such tenement shall be continuously unoccupied he shall be entitled to a like refund.

Now, it is all very well to talk of refunding rates (under section 34 subsection 1), but it is really too cruel to follow up such a magnanimous decree with the following well-nigh insoluble conundrum:—

"Provided that no refund of rates shall be made in respect of the non-occupation of any portion less than the whole of any land or building which may have been assessed as a separate tenement."

This seems like taking back with the right hand what has been given with the left. Perhaps it doesn't, though. I admit I can almost see stars in every direction and that my head is ready to split, or rather feels like splitting, but rather than pay £25 for advice or run the risk of a brush with the Police Judge and the Assessor-in-Chief in the Supreme Court I will, unless some one—perhaps you, Sir—kindly throws some light on the subject of the right of Government to levy taxes in full on property possession of which has been virtually resumed by the Crown, even at the risk of suffering from a week or two, prosecute my study of the law of the land until I have unravelled the conundrum, for "there's hope while there's life," and my motto is and ever will be

NIL DESPERANDUM.

Hongkong, June 4th, 1896.

THE SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. C. Cooper (Director of Public Works) presided, and there were also present Dr. J. M. Atkinson (Colonial Surgeon), Mr. H. B. Lethbridge (Acting Captain Superintendent of Police), Dr. F. H. Clark (Medical Officer of Health), and Mr. Hugh McCallum (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

PLAQUE IN CANTON.

The following correspondence was read:—

H. B. M. Consul, Canton, 1st June 1896.

SIR,—Referring to previous reports, I have the honour to inform you that in the city of Canton, so far as I can learn, there are still a considerable number of deaths from bubonic plague, but the disease has greatly abated in the suburbs.

I have, &c.,
(Sd.) E. H. FRASER,
Acting Consul.

The Hon. the Colonial Secretary, Hongkong.

PLAQUE IN AMOY.

Colonial Secretary's Office,
Colonial Office, London, 1st June 1896.

SIR,—I am directed to state for the information of the Sanitary Board that Her Majesty's Consul at Amoy has telegraphed to this Government as follows:—There are cases of plague reported here and that the Health Officer of the Port has been instructed to keep a careful watch on all vessels arriving from that port, as well as from Swatow.

I have, &c.,
(Sd.) J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Sanitary Board, Hongkong.

PLAQUE IN HANAN.

H. B. Consul, Kiangchow, May 30th.

SIR,—I have the honour to inform you that the bubonic plague in this island is finished. As in other places where it has been, a case or two may still crop up, but I am supported by the best medical authority in stating that it is over.

I have, &c.,
(Sd.) O. JOHNSON,
Consul.

The Hon. the Colonial Secretary, Hongkong.

CHOLERA IN SINGAPORE.

Colonial Secretary's Office,
Singapore, 12th May, 1896.

SIR,—In continuation of my letter of the 22nd ultimo, I am directed to forward the enclosed statement of cholera and deaths therefrom which have occurred in Singapore since the 22nd ultimo.

Similar statements will be forwarded to you weekly during the duration of the disease.

I have, &c.,
(Sd.) J. A. SWEETENHAM,
Colonial Secretary.

The Hon. the Colonial Secretary, Hongkong.

There were ninety-one deaths between the 22nd April and 11th May and between 12th and 18th May there were seventeen deaths from cholera. Between the 19th and 27th May there were thirty deaths.

INCREASING THE BOARD'S STAFF.

Colonial Secretary's Office,
Colonial Office, London, 1st May, 1896.

SIR,—I am directed to request that the Board be so good as to consider the feasibility, in the event of a recurrence of the plague in future years, of procuring such extra assistance as may be required elsewhere than from the ranks of the police, as that force is not numerically so strong as to warrant the withdrawal for an extended period of any of its members from their ordinary police duties except in cases of grave emergency.

I have, &c.,
(Sd.) J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Sanitary Board.

This was minute by Mr. McCallum:—Submitted. Fairly reliable men can generally be engaged locally, but for such a service and for a short period only, the remuneration would necessarily have to be fairly high. The great objection to casual employment of this description is the want of a proper grip over them so as to ensure reasonable behaviour. If they were sworn in as special constables, that would in some measure get over this difficulty. I do not suppose it is contemplated to so increase the permanent staff that they would be able to effectively deal with virulent diseases that have assumed the proportions of an epidemic in a population of, say, 250,000 people.

The Health Officer:—Our Sanitary staff must be strengthened in any case. In that way we may be able to guard against a recurrence of plague or other filthy diseases.

The President proposed that the receipt of the letter be acknowledged, and Mr. Danby be informed that his letter had been duly laid before the Board at this meeting.

Carried without discussion.

MORTALITY RETURNS.

The mortality returns for the weeks ending May 23rd and 30th were laid on the table. During the former period the death rate was 14.1 per 1,000, against 9.2 the corresponding week in last year, with 65 deaths from plague. During the latter week the rate was 42.4, against 74.3 last week with 65 cases of plague. There were no suicides.

THE CITY CLEAN.

The Medical Officer of Health stated that the whole of the city had been cleaned by the "Whitewash Brigade," some of the houses being gone through twice, and he therefore proposed that the services of thirty-two private and non-commissioned officers of the Rifle Brigade be dispensed with, but that the services of the 10 European and 24 Chinese constables and five Royal Engineers be retained.

Dr. Atkinson objected, as he thought it scarcely safe, pointing out that last week there was the largest mortality this year. He thought it better to wait and see the effect of the weather. He reminded the Board that in 1894 the number of deaths had been greater after the rains.

The President supported the motion, which was carried. Dr. Atkinson alone voting against it.

ANJOURNMENT.

The Board adjourned for a fortnight.

fluence of cockloths, and on my informing Mr. Danby that I did not see what the Board had to do with that, he informed me that he had called upon me as President and his inference was that the officers of the Board participated in such sums of money. As Mr. Danby was unable to give me any information in support of such an inference beyond the alleged existence of illegal cockloths, which we, however, found to be legal, the further investigation, on my Board without special powers, appeared useless. Paragraph 5.—The cases which Mr. Danby gave of legal cockloths being pulled down and illegal cockloths being allowed to remain were duly investigated and the result has already been reported to the Board.

Paragraph 6.—An enquiry, of the nature required does not come within the scope of the Board's powers. Paragraph 7.—The places were visited by a responsible officer and his report circulated to the Board, which in no way reflects on the integrity or discretion of the Board's officers. Paragraph 8.—There was nothing in Mr. Danby's letter of the 14th ult. to identify the premises in Bonham Strand as those visited with Mr. Edie and Mr. McCallum. Paragraph 9.—The Board has decided that the alleged illegal cockloths were legal. Paragraphs 10 to 18 refer to cockloths and Government Notification No. 173. On reference to that notification and Ordinance No. 15 of 1894, it will be seen that the notification, as clearly stated in the title, refers to "buildings erected before the passing of the Ordinance," and the conditions under which permission will be granted to erect cockloths in such buildings are as follows:—(a) The cockloths must be divided off into separate compartments. In the instance given by Mr. Danby the rooms were not so divided off, consequently the notification does not apply. Paragraph 19.—The cleaning gangs are working under the instruction of the Medical Officer of Health and not under those of the Secretary. Paragraph 20.—There was nothing to identify the premises referred to in Mr. Danby's letter of the 14th ult. as those referred to in the Secretary's minute. Paragraph 21.—The removal of cockloths is a matter of public health and not of the police. Paragraph 22.—Certain enquiries were made into the charges made for preparing plans for alterations of cockloths, and the statement contained in the Board's letter was the result of the enquiries. No reference was made to any person or profession in particular, but the result of the enquiry was given to show that, as Mr. Danby stated, large sums were no doubt being paid to persons not connected with the Board in connection with alterations and constructions of cockloths. It is of course no business of mine what value is placed on their services and I fail to see the nature of the accusation Mr. Danby credits me with making against the whole of the architects in the colony. (3.6.96.)

The Secretary notes, against paragraph 10:—Mr. Danby has evidently a difficulty in grasping the true meaning of the notification. I attach a copy and have underlined the words in the first sentence, which must be read in conjunction with each condition. To make this quite clear I attach a second copy having the first sentence preceding each condition. Against paragraph 11, he notes:—"In rooms partitioned off into cockloths, there are no cockloths, then the notification does not apply."

The following is the notification quoted by the Secretary, the words underlined being in italics:—

Cockloths and cubicles in buildings erected before the passing of the *Closed Houses and Infectious Dwellings Ordinance No. 15 of 1894*, (19th December, 1894).

1. No permission will be granted under the provisions of sub-section 1 of section 7 of Ordinance No. 15 of 1894 for the erection or continuance of any structure, floor, or partition, or any other work, which is not in accordance with the following conditions:—

(a) The premises are constructed and maintained in a satisfactory sanitary condition;

(b) Such structure, floor, or partition, or any other work, is situated on the top or ground floor of premises;

(c) In the case of top floors such structure, floor, or partition, or any other work, does not extend over more than one-half of the floor area of the room, and has a clear space above it of not less than eight feet and below it of not less than nine feet measured vertically. When the roof has no ceiling or the measurement shall be made from the level of the floor up to half the vertical height of the rafters over such structure, floor, or partition, or any other work;

(d) In the case of structure, floor, or partition, or any other work, on ground floors that do not comply with the conditions specified in the preceding paragraph, no permission will be granted for their continuance, except for storage purposes only, and provided that the space so encroached on by such structure, floor, or partition, or any other work, shall not be included in the calculation of the cubic capacity of the room available for habitation.

2.—It should be noted that, under the provisions of sub-section 2 of section 8 and by-law 7 of Ordinance No. 15 of 1894, the separate compartment must be of a greater height than 10 feet, and must leave a space between the top of the partitions and the ceiling or underside of the joists of not less than 4 feet, and that such space must not be closed except with wire netting, iron bars, lattice work, or carved woodwork arranged in such a way as to leave at least two-thirds of such space open and, as far as practicable, evenly distributed.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th August, 1895.

The President proposed that the receipt of the letter be acknowledged, and Mr. Danby be informed that his letter had been duly laid before the Board at this meeting.

Carried without discussion.

COMMERCIAL NEWS.

HONGKONG FRIEDRY MARKET.

Hongkong, June 4th.

In their *Freight Circular* issued to-day Messrs. Lambs and Rogge write:—

A fairly large amount of business has been transacted during the past few days, but rates of freight show no improvement to speak of, and in most cases the settlements are of a compulsory "keep going" character.

STEAM FRIEDRY.—Taking into consideration the advanced season and the short crop at Saigon, an unusually large number of big carriers have been placed from that port to this, carriers in several instances having been effected at Saigon, at local shippers declined to negotiate for anything but small steamers. In spite of the comparatively low settlements rates have ruled somewhat steadily, to cents per picul having been paid even for big carriers without cargo ports. This rate, of course, barely covers expenses, but there being nothing better in other directions to fall back on and homeward business being sent to unsatisfactory, owners

have no other remedy but to accept what is offered. There cannot, however, be much profit left at Saigon and what is to become of the large fleet of steamers now in our waters, when the crop has run out, is a question not easily answered.

Bangkok business, in sympathy with Saigon, also shows a little more animation, 16¢ cents per picul, inside the bar, having been paid, and towards the close an advance on that figure could be obtained.

As regards Newchwang/Cheloo business, there is hardly any change to report. A few fresh settlements are on record at 14¢ cents per picul, inside the bar, on account of about 30 cents per picul, but business is rather dragging and very little disposition is shown by natives to operate on a larger scale. From Newchwang to Amoy, 21¢ cents per picul may be quoted and to Swatow 23¢ cents per picul (less terms), but there is very little room for outside steamers.

Japan coal freights are quite unchanged and weak at \$1.25 to \$1.30 per ton. A few charters have been drawn on that basis, whilst for Singapore \$2.10 per ton has been paid.

On monthly terms a few charters are reported; the rate of the *Byronic* (chartered for the Kobo Coast Co.) is below 5¢, per ton, but no doubt more tonnage could be had on that basis. SAN FRIEDRY.—Several of the vessels chartered "to arrive" for New York, and alluded to in previous circulars, have since been advertised to load, but in addition to those in today's list there are said to be one or two others; details not yet reported. The *Com. T. A. Allen* has arrived and will commence loading in about a month; the *Shitram* being a ready ship has commenced loading, and so has the *Gov. Robt.* recently arrived from Kobe. The *Standard* having arrived too late at Shanghai has lost her charter and has been replaced by the *W. H. Connor* on much cheaper terms. The *Josephus* is shortly expected at Shanghai and will most likely come down here to fill up. There are several disengaged ships in port and a good many more are daily expected, but shippers, having their requirements filled for some time to come, are in no hurry to enter upon further engagements, although tonnage could no doubt be had on very easy terms.

For San Francisco, the *Queen Elizabeth* has sailed, and the *Secoya*, due from the South, has been taken up. Rates in this direction are running very low and can hardly be quoted higher than \$2 (gold) per ton.

COASTWISE.—A charter is reported from Rajahmundry to a small vessel has been taken up for Siberian ports. There is no demand in other directions.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (Doric) 7th instant.

Indian and Straits (Chalybe) 9th instant.

French (Maurice) 10th inst.

American (China) 11th inst.

Tacoma (Tacoma) 16th instant.

Canadian (Empress of India) 23rd instant.

THE P. & O. S. N. Co.'s steamer *Shanghai*, from China, arrived at London yesterday morning.

THE O. & S. S. Co.'s steamer *Doric*, with mails, etc., left Nagasaki for this port at 6 a.m. to-day.

THE "Rikmens" Line steamer *Marla Richmers*, from Middlebro', Antwerp and Hamburg, left Singapore yesterday for this port, and may be expected here on or about the 10th inst.

THE Agents (Messrs. Dodwell, Carhill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Tacoma* has arrived at Yokohama, and will leave for this port, via her usual ports of call, to-morrow.

THE M. M. steamer *Milbourne*, with the French mail of the 8th May, left Singapore for this port at 5 p.m. yesterday, and may be expected here on or about the 10th. This vessel brings replies to letters despatched from Hongkong on the 21st April.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Wongkong steamer, from Newchwang:

Hongkong " " Halphong;

Tacoma " " Amoy;

Hongkong " " Singapore;

Glanville " " Singapore;

Australian " " Canton;

Kwaiyang " " Bangkok;

Phra Nang " " Bangkok.

Aggregating 10,295 tons register.

DEPARTURES.

Hongkong steamer, for Japan.

Yuanwang " " Manila.

Fuyuh " " Shanghai.

Auctions.

PUBLIC AUCTION.

FIRST CLEARANCE SALE OF THE
HONGKONG TRADING CO.
GENTLEMEN'S OUTFITTING!!

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
TO-MORROW,
(FRIDAY), the 5th June, 1896,
commencing at 2.30 P.M.,
at the
HONGKONG TRADING CO.'S PREMISES,
A QUANTITY OF
GENTLEMEN'S OUTFITTING,
C. C. King,
SHIRTS, COLLARS, UNDERWEARS and
DRAWERS, WALKING and TENNIS
SHOES, HOSIERY, HATS, SCARVES,
PERFUMERY,
&c., &c., &c.
The above will be put up in Suitable Lots
and will be on View from WEDNESDAY, the 3rd
June, until day of Sale. Catalogues issued prior
to Sale.

A SPLENDID CHANCE FOR AN
OUTFIT.

TERMS OF SALE:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 1st June, 1896. 1907

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION
ON
SATURDAY, the 6th June, 1896,
AT NOON,
at the HONGKONG and WHAMPOA DOCK CO.,
KOWLOON,
(For Account of whom it may Concern),
ONE SPARE PROPELLER and TWO
SHAFTS
belonging to the S.S. "ACTIV."
TERMS OF SALE:—Cash on delivery.
A Steam-launch for Intending Purchasers will
leave the New Peddars' Wharf at 11.30 A.M.
on day of Sale.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, 30th May, 1896. 1894

Hotels.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the
eleventh Building, known as "CON-
NAUGHT HOUSE," offers First-class Accom-
modation to Residents and Travellers.
By Elevator, from Entrance Hall to
each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.
Hongkong, 2nd April, 1895. 185

THOMAS' GRILL ROOMS,
No. 2, QUEEN'S ROAD CENTRAL.

THE finest Liberal and Cheapest meals in the
Far East.
BREAKFAST, Tiffin and DINNER
by Monthly contract.
Tenders for BANQUETS and BALL SUPPERS
on application.
PICNIC and SHOOTING PARTIES
Supplied on the shortest notice—A Speciality.
For further Particulars
Address:—
THE MANAGER.
Hongkong, 17th January, 1895. 126

VICTORIA HOTEL,
CANTON.

MESSRS. MADAR & FARMER have the
pleasure to inform their Patrons, Friends
and the Public Generally that, having leased the
SHAMFEN HOTEL, they have thoroughly re-
fitted the whole Establishment, and have now RE-OPENED
it under the more popular Style of VICTORIA
HOTEL.
For further Particulars, apply to the
MANAGER.
New Victoria Hotel,
Hongkong.
Hongkong, 10th December, 1895. 1307

FUJIYA HOTEL,
MIYANOSHITA.

Four and a half hours from Yokohama.
FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE
BUILDINGS.
TWO ENGLISH BILLIARD TABLES.
EXCELLENT CULINARY.

S. N. YAMAGUCHI,
Proprietor.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.
THIS commodious and well appointed
HOTEL, situated at a height of 1,350 feet
above sea-level, has just been thoroughly
re-decorated, re-furnished, and a
NEW WING has been built, which commands
magnificent Views of the Harbour and mainland
of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).
One person, per day 4.00
One person, per month 90.00
Married couple (occupying one room) per
day 7.00
Married couple (occupying one room) per
month 150.00
Married couple (occupying two rooms)
per month 170.00
Extra Bed Room, per month 40.00
For further particulars, apply to
THE MANAGER,
New Victoria Hotel,
Hongkong, 2nd April, 1896. 187

HONGKONG TIMBER
YARD, WANCHAI.

OREGON PINE SPARS and LUMBER
Always on Hand.
L. MALLORY,
Hongkong, 24th June, 1896. 140

Intimations.

FOR CONNOISSEURS.

EXTRA SPECIAL.

GLEN WHISKY.

\$11.00 PER CASE.
BEST VALUE EVER OFFERED.

100 A.I. TONIC

CHAMPAGNE BITTERS.

THE BEST RESTORATIVE IS

BOVRIL WINE AND BOVRIL.

From WATKINS & CO.,
APOTHECARIES' HALL.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE FORM MEISTER,
LUCIUS & BRUNING HOCHST MAIN.

Dr. KNORR'S LION BRAND

"ANTIPYRINE."

(DOSE FOR ADULTS 15 TO 35 GRAINS TROCH.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE,
NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSI-
PELAS, WHOOPING-COUGH, and many other complaints. It is also the very best
ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S
ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL."

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as
amazing.

Dr. OVERLACH'S

"MIGRAINE."

(ANTIPYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE, and of the greatest value in treating HEADACHES of definite
etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING,
and generally where the administration of other remedies have failed.
To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Steamship
"KAIFONG,"
Captain Dewar, will be despatched TO-
MORROW, the 5th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd June, 1896. 1890

FOR SHANGHAI.

THE Steamship
"LYEENOW,"
Captain G. Heermann, will be despatched for
the above Port TO-MORROW, the 5th instant,
at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 3rd June, 1896. 1920

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Steamship
"GLAMORGANSHIRE,"
Captain H. N. Vyvyan, will be despatched as
above on or about SATURDAY, the 6th June.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 30th May, 1896. 1893

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Steamship
"KWEIYANG,"
Captain Osterbridge, will be despatched on
WEDNESDAY, the 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd June, 1896. 1914

OREGON RAILWAY AND NAVI-
GATION COMPANY'S PACIFIC

STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration).
Mount Lebanon..... Monday..... 15th June.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON"
will be despatched hence for HONOLULU,
VICTORIA, B.C., and PORTLAND, OREGON,
via KOBE and YOKOHAMA, on MONDAY,
the 15th June.
Consular Invoices of Goods for United States
Points should be in QUADRUPLET; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 27th May, 1896. 1882

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG
AND SOERABAYA.
THE Steamship
"HUPEH,"
Captain Quail, will be despatched on FRI-
DAY, the 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd June, 1896. 1915

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"BENLEI,"
Captain Farquhar, is due here on or about 15th
instant, and will have quick despatch as above.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd June, 1896. 1917

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND
Ports, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain Ellis, will be despatched for the above
Ports on SATURDAY, the 6th June, at
Daylight.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th May, 1896. 1874

"RICKMERS" REGULAR LINE OF
STEAMERS.
FOR MARSEILLES, ANTWERP, BREMEN
AND HAMBURG.
(Taking Cargo at through rates to RED SEA
PORTS, MEDITERRANEAN and BLACK
SEA PORTS).
THE Company's Steamship
"DEIKE RICKMERS,"
Captain Segel, will be despatched as above on
MONDAY, the 8th instant, at 5 P.M.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 3rd June, 1896. 1791

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"TEUCER,"
Captain Riley, will be despatched as above on
MONDAY, the 15th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st June, 1896. 1904

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"BENALDER,"
Captain Thomson, will be despatched as above
early in June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd May, 1896. 1774

SAILING VESSELS.

FOR NEW YORK.
THE "100 A.I. American Ship
"T. F. OAKES,"
E. W. Reed, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 2nd May, 1896. 1769

FOR NEW YORK.
THE 3/3 L.I.I. American Ship
"LUCILE,"
Billard, Master, will load here for the above
Port, and will have quick despatch.
For Freight, &c., apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 2nd May, 1896. 1765

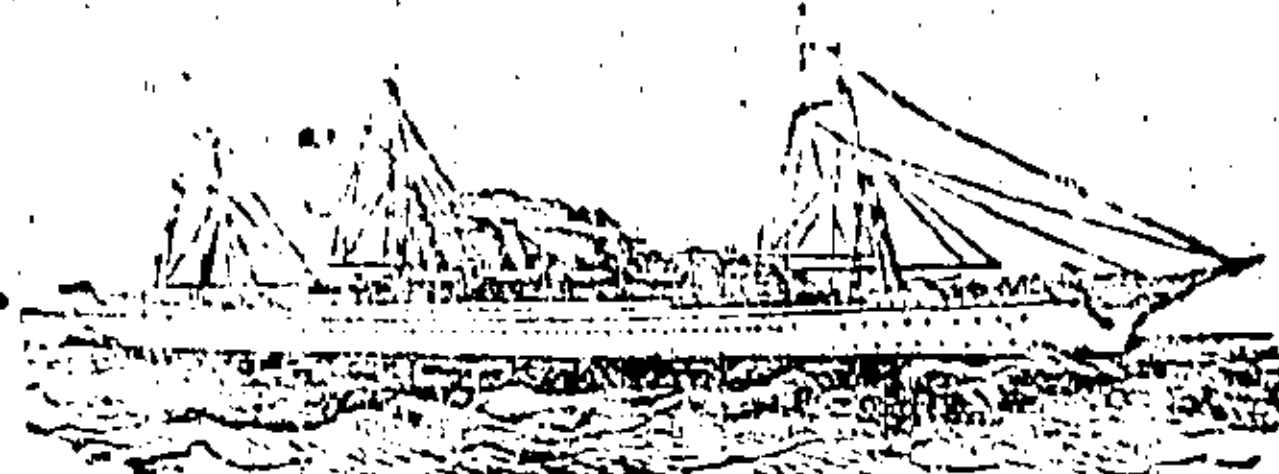
FOR SAN FRANCISCO.
THE 100 A.I. B. Ship
"BOCOTRA,"
Robbe, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 21st May, 1896. 1891

CHS. J. GAUPP & CO.,
HORNBLOWER, WATCH and CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for London Anderson's Watches
awarded the highest Prize at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPECTACLES.
Nos. 34 & 36, Queen's Road Central. 187

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th June.
EMPRESS OF INDIA.....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 11th July.
EMPRESS OF JAPAN.....Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
The Company having received the highest award for same at recent Chicago World's Exhibition)
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months,
£100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide-Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis' Street.

Hongkong, 20th May, 1896.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Doric (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu)..... Tuesday, 16th June,
at Noon.
Doric (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu)..... Saturday, 4th July,
at Noon.
Coptic (via Nagasaki,
Kobe, Inland Sea
and Yokohama)..... Tuesday, 21st July,
at Noon.

THE Company's Steamship
"DORIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on TUESDAY,
the 16th June, 1896, at Noon. Connection
being made at Yokohama with Steamers from
Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.
Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.
Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.
Hongkong, 2nd June, 1896. 17

J. S. VAN BUREN, Agent.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

W. G. HUMPHREYS & Co.,
8, B. Buildings,
Whampoa, 27th March, 1896.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S PATENT GENUINE
COMPOSITION RED HAND BRAND.
HARTMAN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. 144

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table.
Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Braemar..... 1.501 | Friday..... 1 June 5.
Tacoma..... 1.540 | Tuesday..... 1 June 23.
Victoria..... 1.567 | Saturday..... 1 July 12.
Olympia..... 1.568 | Wednesday..... 1 July 29.
Braemar..... 1.601 | Sunday..... 1 Aug. 16.
Tacoma..... 1.649 | Thursday..... 1 Sept. 3.

THE Steamship

"B"AFMAR,"
Captain E. Porter, sailing at Daylight, TO-
MORROW, the 5th June, will proceed to VIC-
TORIA, B.C., and TACOMA, Wash., via
SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and in Canadian and
United States Ports.
Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.
For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 4th June, 1896. 4

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN and HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA and BALTIC PORTS:

AS:
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, and SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Prins Heinrich..... Tuesday..... 23rd June.
Prinzess..... Tuesday..... 1st July.
Sachsen..... Tuesday..... 15th August.
Bayern..... Tuesday..... 15th Sept.
Prins Heinrich..... Tuesday..... 13th Oct.
Prinzess..... Tuesday..... 10th Nov.

ON TUESDAY, the 23rd day of June,
1896, at 10 A.M., the Company's Steamship
"PRINZ HEINRICH," Captain O. Coopey,
with MAELS, PASSENGERS, SPECIE and
CARGO, will leave this Port as above, calling at
NAPLES and GENOA.

Shipping Orders will be granted till NOON on
SATURDAY, the 20th June. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 22nd June, and Parcels will be received at
the Agency's Office until NOON on MONDAY, the
22nd June. Consignments of Packages are required.
No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 30th May, 1896. 1873

Intimations.

AMERICAN SYSTEM

OF

DENTISTRY

AT
62, QUEEN'S ROAD CENTRAL,
CHADWICK KEW,
(LATE OF POATE & NOBLE).
Hongkong, 5th March, 1896. 174

DENTISTRY.

MR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 65, Queen's Road Central.
Hongkong, 2nd November, 1895. 151

S I E N T I N G,

SURGEON DENTIST.
No. 10, D'ARLIER STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1895. 146

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI-PONG,
Surgeon Dentist.
(Formerly articled Apprentice, and latterly
assistant to Dr. Rowland),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 14th July, 1895. 140

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(at Victoria, Hongkong)